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VEHICLE CLUB
Wellington

1971–2011

**Cross Country Chronicle
May 2011**



The Official Magazine of

The Cross Country Vehicle Club (Wellington) Inc

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VEHICLE CLUB
Wellington

The club meets at 7:30pm on the 2nd Wednesday of each month
at the Petone Working Men's Club, Udy Street, Petone.

Position	Name	Home Phone	Work Phone	Cellphone	Email
Club Officers					
President					
Vice President					
Immed Past President					
Secretary					
Treasurer					
Club Captain					
General Committee Members					
Driver Training Officer					
Entertainment Officer					
Membership Officer					
Land Access Manager					
New Members Officer					
Newsletter Editor					
Publicity Officer					
Radio Officer					
Safety Officer					
Trip Coordinator					
Competitions Officer					
NZ4WDA Delegate					
Appointments and Other Useful People					
Archivist					
Asset Manager					
Assistant Trip Coordinator					
Club Night Photo's					
Club Recovery					
Help desk					
Membership Database					
External Search & Rescue					
Track Maintenance					
Trophy Officer					
Webmaster					
Welfare					
<u>CCVC Life Members</u>					
Tom Adams	Graham Barr	George Bean (Deceased)	Leith Bean	Peter Boniface (Deceased)	
Stuart Brown	Andy Cockroft	Owen Farghar	Mike Gall	John Hughes	
Bob Jeffery (Deceased)	Heather Jeffery	Ron Johnson	Steve Lacey	Colin Landy	
Phil Lewton	Vern Lill	Bruce Mulhare	Raynor Mulhare	Ron Oliver (Deceased)	
Peter Osborne	Ross Perkins	Grant Purdie	Tony Street	Ron Wadham	

WHEN HELP IS NEEDED

Should any members fail to return from any outing, four wheel drive or otherwise, whether as a club member or as a private individual, the following person/s should be contacted in the first instance:

Anthony Reid 973 8262 or 027 273 6579 or 021 061 1831

Morris Jury 566 6197 or 021 629 600

Gavin Holden 478 4666 or 027 249 1959

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Editorial Ramblings

WANTED: Society Gossip, Scandal, Rumour, and if all else fails, NEWS! Photos also very welcome

This month we have a new advertiser - some will remember Larry Haines (Nissan owner), well he is now resident in Mooloolaba, Queensland and manages an holiday apartments. So if anyone is interested in a holiday in the sun check out his advert inside the back cover plus a sample of the prices on page 6.

Also, don't forget the two very important events coming up - first is the AGM to be held as part of our May meeting and the second is the 40th Anniversary Dinner and Awards Evening in June - see P. 16 for our celebration details. Tickets are selling so make your booking as tickets are limited.

Alan!

We (CCVC) have been advised by the Petone Working Men's Club that everyone who is not a member of the Petone Working Men's Club **MUST** sign in when they enter the club, including CCVC members attending club nights, meetings, etc.

This is standard procedure for licensed clubs and it is a legal requirement that this be done so please ensure you sign in as a visitor whenever you attend CCVC events at the Petone Working Men's Club (if you are not a member of PWMC of course).

It is very important that we comply with their request if we wish to maintain the good relationship we have with them.

MAGAZINE CONTRIBUTIONS

This is your magazine so it can only be as good as the contributions you make!! We need any articles, trip reports, technical items, "How-to's", etc to be in the hands of the editor by the end of each calendar month.

Please email to newsletter@ccvc.org.nz or post to 34a Hine Rd, Wainuiomata or fax to 04 914 8366.

DISCLAIMER: The opinions expressed in this magazine are those of the contributors and not necessarily those of the club, it's executive or committee members. Publication of maintenance techniques or mechanical modifications should be weighed against generally accepted procedures and the Club should not be considered an authority in this area.

Vehicle Inspectors



Dayal Landy

Gold Coast Mechanical
2 Epiha St, Paraparaumu
Ph. 04 902 9244

Antony Hargreaves

Epuni Motors 1987 Ltd
2 - 6 Hawkins St, Lower Hutt
Ph. 04 569 3485

Dave Bowler

Bowler Motors Ltd
11 Raiha St, Porirua
Ph. 04 237 7251

Grant Guy

Richard Blair
G Guy Motors
61-63 Thorndon Quay, Wellington
Ph. 04 472 2020

Carl Furniss

Wellington 4WD Specialists
26 Hawkins Street, Lower Hutt
Ph. 04 976 5325

Jim Johnson

Ph. 04 938 9404
or 021 389 404

NB: Please remember to call and make an appointment before turning up for an inspection!



We are trying to find out more details on the history of our club trophies and awards - things like previous winners, where the trophy came from, what it was originally given out for, etc.

So if you know anything that we don't know (see trophy page on the website to see what we do know) then please get in touch with a committee

member or drop an email to:

newsletter@ccvc.org.nz

National Events

May 28-29: NZFWDA AGM & Annual Conference

High quality speakers, displays and forum. To be held at the Waipuna Conference Centre & Hotel in Auckland. Call Gail Osman on 021 809 690 for more details. There will be a discount for NZFWDA members staying at the venue, members of the public are welcome to register.

June 03-06: Costa Plenty Tuff Truck Challenge

Teams of three or four trucks compete in the third annual event to be held at the Costa Plenty 4x4 Park. Expressions of interest to costaplenty@hotmail.co.nz or phone Laurie and Sue Goldfinch on 027 246 6133

June 04-05: AORC Woodhill 100 The longest running motorsport event in New Zealand history, held in the Woodhill Forest, Helensville, Auckland. Go to www.aucklandoffroadracing.co.nz for more details.

June 04-06: Just Jeep Journeys Queens Birthday weekend based in Rotorua. Initial enquiries to Merv Dodunski, NZ Jeep Club on 07 577 6638 or 021 973 170.

June 11-12: Mainland Challenge Run by the Canterbury Offroad Racing Club, the Mainland Challenge forms part of the South Island series and the 2011 New Zealand Offroad Racing national series. Held at West Melton, Christchurch. See www.dirt.co.nz for more details.

July 15-17: Runva Tough Truck Rotorua Challenge Get your trucks sorted and get involved for what is always one of the toughest winning challenges. See www.geyserland4wd.co.nz for more details.

July 23-24: CRC Speedshow Showcasing the newest and best in motorsport, new cars, motorcycles, trucks & 4WD's in the ASB Showgrounds, Greenlane Auckland.

Aug 19-21: Asset Finance Taupo 1000 The longest, toughest offroad race in the southern hemisphere - 1000km of high speed offroad race action over two days. See www.taupo1000.co.nz for more details.

Nov 25-27: Wellington Winch Challenge To be held at Rallywoods 4WD Park, more details closer to the time.

Some details in this column appear courtesy of Cathy Parker, publisher of the New Zealand 4WD and Sportvehicles magazine. Potential participants should contact the event organiser; CCVC cannot take responsibility for any changes or inadvertent inaccuracies.

Refer to our new advertiser on the inside back cover for details:



HOT SPECIALS from 3rd May to 9th June 2011
 20% discount off our normal rates for overnight stays
 25% discount off our normal rates for stays of 2 or more nights

Ground Floor, low season					
Nights	2 Bedroom		p/n	3 Bedroom	
2	\$323		\$161	\$368	\$184
3	\$450		\$150	\$518	\$173
5	\$638		\$128	\$750	\$150
7	\$814		\$116	\$971	\$139

Levels 1-3, low season						
Nights	1 Bedroom	p/n	2 Bedroom	p/n	3 Bedroom	p/n
1	\$200	\$200	\$240	\$240	\$292	\$292
2	\$315	\$158	\$360	\$180	\$405	\$203
3	\$439	\$146	\$506	\$169	\$574	\$191
5	\$619	\$124	\$731	\$146	\$844	\$169
7	\$788	\$113	\$945	\$135	\$1103	\$158

Levels 4-7, low season						
Nights	1 Bedroom	p/n	2 Bedroom	p/n	3 Bedroom	p/n
2			\$405	\$203	\$450	\$225
3			\$574	\$191	\$641	\$214
5			\$844	\$169	\$956	\$191
7			\$1103	\$158	\$1260	\$180

Rates for other length stays available on request - email Larry Haines on info@windwardapartments.com.au

As some of you will be aware, a bunch of intrepid CCVC members embarked on a 10 day trip around the South Island - over the next few months we will have daily reports of each day's activities, here is day three:



In Jan this year a group of 15 vehicles from the club did a nine day 4WD safari around the lower third of the South Island. The first two days took us from Timaru to Otematata via Hakataramea Pass for the first night, then around Morven Hills station near Lindis Pass for the second day, staying at Morven Hills for the night.

Day three dawned cloudy but mild. After packing up, we left Morven Hills station for Tarras to refuel - diesel for Prado Purple and coffee for me. To explain the name, although everyone has a radio call-sign number assigned by the club, most of us decided to develop a more personalised call sign. On

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an earlier trip I had started using "Prado Perfect" after the name was coined by the editor of the NZ4WD magazine when I did a series of articles on making my Prado into my perfect touring 4WD. Unfortunately this name became a bit of a problem when I had a problem and had to announce that Prado Perfect wasn't. We made a bit of a game of finding another name while I was on Ray's earlier South Island trip, and Linda came up with Prado Purple following the theme of Suzi-Blu, Orange Peel and White Knight. Ideally it should be "Prado Dark Red" but this doesn't really flow, and "Prado Purple" stuck because it sounded similar to "Prado Perfect".

According to the sign on the unattended pumps at Tarras "Refuelling is easy". However it took the combine efforts of most of the technically inclined members of the group to successfully get a vehicle fuelled up and a receipt issued. While I was doing a quick check of the vehicle I noticed something dripping from underneath. A bit of investigation and a call to our resident mechanics confirmed that diesel was dripping from the back of the engine – probably the return pipe. The decision was made to leave it alone unless it got worse, but that a bush repair could be done if necessary. From a safety perspective it was good that it was diesel not petrol since diesel is much less flammable. It's also a good job I don't have a strong sense of smell since I was now going to spend the rest of the trip stinking of diesel. I was somewhat reassured as we left Tarras, but still spent the rest of the trip watching the fuel gauge. Luckily the leak only seemed to add about 15% to the fuel usage, which was not too painful.

First track for the day was Thomson Gorge Road, a public gravel road labelled a 4WD track, that would normally be do-able in an ordinary car although care would need to be taken on some of the fords. Like most of these back roads, there were lots of gates to open and close, and a feature of this area was the hundreds of rabbit holes around and even a few rabbits dashing across the road. Our first stop was at the Come In Time stamper battery. This is a nicely restored 10-stamper battery that was well worth the five minute walk to inspect. The track continued to wind up the gorge, reaching a height of 980 metres at the pass. We wound our way down the valley on the far side, pausing again at an old hut and signing the visitors' book before heading for Omakau.



Passing straight through Omakau, we headed up the Ida Valley and past the Poolburn reservoir up onto Rough Ridge. Although the driving was easy, I found this area fascinating, with schist outcrops poking through the sparse tussock. The more imaginative people on the trip kept telling us to watch out for the outcrop that looked like a rabbit or a frog. Of course with the convoy spread out over several kilometres, we could never be sure which particular outcrop was being described, but it certainly kept those of us at the back entertained looking out for a rabbit, or was that a frog. We also started seeing the wild spaniards – a plant that I had never seen further north. This was well protected with thorns at least 20cm long that left a very itchy rash when walked into.



We turned off Old Dunstan No 2 Rd (I think) onto Long Valley Ridge Road, still

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following Rough Ridge. It was now freezing outside, and we were also heading into the mist. Time for the convoy to close up and make sure we could see the vehicles in front and behind. The track was rougher than the Old Dunstan No2 with some quite muddy sections that while they cause no trouble did have the potential to get you stuck if you took the wrong line. Looking at the dried mud ruts we were following, this track would be very much tougher in wetter weather and I was glad we were doing it in summer. As per our trip notes there was a view of the Greenland reservoir, barely visible through the low cloud and we spotted, but give the weather did not follow, the side trip to the Serpentine stamper. Not long after this the Serpentine Union Church appeared out of the mist and rain. This church was built in 1873 by the local miners, and was at the time the highest church in New Zealand (at 3100 feet above sea level), but the low number of locals and the difficult access for the minister, who just came up for the services, meant that it ended up being sold off as a private residence. This was to be our lunch stop. Although on a good day it would be pleasant to sit outside and enjoy the view, the bad weather, especially at this altitude, meant that we all huddled inside the church for lunch. While everyone else was busy adding layers of clothing, Ian was sitting there in Tee shirt and shorts, totally ignoring the temperature. Mind you he needs to be tough – he drives a Defender.



After a quick and cold lunch we continued via Serpentine Road to head back down. The first section of this road was badly cut up with deep mud holes and the mist making it difficult to see from one end of a bog to the other. Stewart, who was leading at the time, did a great job of finding the best bypass routes. Manoeuvring around bogs and picking the right line was fun, technical driving, and although some of the Suzukis ended up lifting wheels rather dramatically when picking extreme lines across the ruts, there were very few problems and only one person needed a tow.

There was a couple of kilometres of this type of driving before the track started to become easier again, and not long after that we started to drop out of the cloud, finally arriving back on the valley floor. We had planned to follow the Old Dunstan Road (as distinct from the Old Dunstan Road No 2 we were on earlier) but couldn't find it so carried on to the Styx jail settlement to see the old stone buildings and fitting - including some remaining leg-irons for chaining prisoners to the wall. This was a welcome break from driving before our last run for the day – back the way we had come then onto Lake Onslow Road and across to Millers Flat for the night.

Lake Onslow Road is a dry-weather public road running across the open tussock country that make up the lower, southern end of Rough Ridge, from near Paerau to SH8 between Miller Flat and Roxburgh. This was an easy 50 kilometre run that was a great end to the day.



Millers Flat was a very pleasant "civilized" camp ground with good facilities. I was even able to borrow a caravan power cord so I could use the power on the site to keep my fridge running. It was very pleasant to be warm again, and to sit with a cool beer watching the Clutha River slide past, deep and quiet but with lots of water flowing.

David Coxon
Prado Purple

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BRANCHES THROUGHOUT NEW ZEALAND

Presidents Piece May 2011

The Suzuki has been busy lately, we had a ball on John Parfitt's Sutherlands Track trip on a wet April day. A civilized start time gave us time for a stop at the bakery in Featherston before the six trucks booked turned up on time. The drive out to Te Kopi was uneventful and it was good to see the rivers were still running clear so there shouldn't be any problems getting out at Ruakokoputuna. We met up with truck seven at the Pinnacles and aired down before the safety briefing.

The drive up onto the plateau was uneventful, last time I drove this track we had a truck on its side before the track started. The start of the track was found and off we went, the rain had cleared away and the track was in good condition. First stop was to view the Pinnacles from the top, making sure to keep well back from the edge as this is quite under cut. The track was now fairly over grown and I pitied the shiner trucks as we were now doing some bush bashing with the odd warning from John to drive though the bush as the track was pretty narrow. Being at the back made the trip all the more interesting as the slippery hill climbs were well churned up by the time we had a go. The Suzuki did us proud and we had no problems as we slipped and spun our way to the top. We missed the turn leading up to the summit as we drove the fence line, an organised turn around and we found our way to a magnificent view down to Lake Ferry and Palliser Bay. On to the shingle slide which was like riding a roller coaster, could be hair raising if you got it wrong. The steep run down to the hut is in pretty good condition as long as you keep out of some deep ruts. Lunch at the hut and a chance for Dennis to try out his winch which was used by my son to abseil down the hill behind the hut.

The drive down the river was straight forward and the track past the gate had a few deep water holes that could catch you out if hit at speed. Time to air up, big thanks to John and a quiet drive to Martinborough for a beer in the sun. Back in the valley we found it had rained all day so very happy with the decision to go.

Next up was the Club Champs held at Colin James' farm and I managed to check out a few hazards before my sons rugby game kicked off. Ash once again did a great job and 15 trucks took to the mud.

Zuki Central was held over Easter Weekend and it was a great success, trip report to come.

The club is sending 4 delegates to the national associations agm, nothing to controversial and we may see some new faces on the executive.

The club has decided to run a Deadwood Safari on the last weekend of Jan next year. We are very keen to have a solid group of members on board early to help run the event, helping on the day will be great and appreciated but the work behind the scene has to be done first. Please let me know if you can help - send an email to President@ccvc.org.nz

Historical Pipiriki and the Wanganui River Weekend trip: March 5-6

As one participant put it, we completed a loop, stayed at the top end and had a bit of fun in the middle. Well that's the end of this report! Need I say more!!!I suppose I could pad it out a little.

We had arranged to meet Shaun and Kerry at the Plimmerton Weigh Station and by Otaki we had made contact with David, and Ian and Von. We stopped at Sanson to greet everyone and also to remind Graeme that there is a speed camera there. He found it on another CCVC touring trip and had to pay the equivalent revenue.

The trip up the Turakina Valley to Tangawai is very pretty farmland, papa rock cliffs, and river valleys, with a couple of impressive waterfalls. The road was shingle quite a bit of the way so we engaged 4 wheel drive for safety and ease of cornering. We only had our street tyres on and the others had ATs. David stopped to take a photo and had a rather slippery take off as the sides of the road were quite wet. David described it a bit as a "whrrrr, chug, chug, chug whrrrr, chug, chug, chug, chug away!"



We stopped for lunch by the side of the road and helped Ian erect a nylon car cover. Now he had an interesting idea. Instead of the permanent caravan awning railing that we put on ours for the South Island trip, he had 4 suction hooks that you might put in a bathroom. Very effective! Ask Graeme the trick to getting the hooks off the roof of the car. He didn't master it but others found it so easy! We really appreciated that cover for both our lunch times. The weather for the whole weekend was misty or overcast but we had good visibility for photos and the hills had that eerie feeling .

We stopped at Tangawai for a look at the site where the railcar was caught by a lahar Christmas Eve 1953 when Mt Ruapehu erupted. After that we found our accommodation at Ohakune and we all decided that dinner at a restaurant, for good food, tales and a good laugh was a must. Ohakune is bigger than I had originally seen. Previously I had seen the junction area where the Waiouru/ National park/ and Wanganui roads all meet but I hadn't seen the area around the Railway Station 2km from the Junction. That appears to be the older

area but where the very expensive accommodation is. There were two old railway carriages there which appear to be a private residence. They would make a great restaurant.



We found a 4 -wheel drive track on our map than ran behind Ohakune. The next morning, sight unseen, we traversed the short track through the Ohakune Lakes Scenic Reserve that must have had a dozen gates to open. It was pretty with English trees lining the road. Nothing challenging though! We didn't actually pass any lakes although we figured out that they were on a separate track at the end. We then made our way to Raetihi and down to the start of the River Road at Pipiriki. This is the place where many of the Wanganui canoe trips end

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VEHICLE CLUB
Wellington

Notice of Annual General Meeting

Cross Country Vehicle Club (Wellington) Inc

Notice is hereby given that the 2011 Annual General Meeting of the Cross Country Vehicle Club (Wellington) Inc will be held on Wednesday 11th May 2011 at the Petone Working Men's Club, Udy Street Petone. The AGM will be in association with the May club meeting.

Dennis McKinlay

Club Secretary.

Notes Regarding AGM.

Rule 21: Nominations of Candidates for Elected Positions:

- a. Each candidate for an elected position shall be a Voting Member, and shall be nominated in writing by one Voting Member and seconded by another.
- b. The nomination shall be with the written consent of the nominee, and is to be received by the Secretary prior to the Annual General Meeting. Nominations may also be received at the Annual General Meeting until such time as the Chairperson declares nominations closed.

Rule 39: Procedure at General Meetings (Proxy voting)

- a. proxy voting is not permitted.

Rule 37: Notice of Motion for General Meetings.

Any notice of motion for consideration by a General Meeting shall be sent in writing to the Secretary at least 20 days before the date of the General Meeting. Such notice shall include the full text of the motion and the names of the mover and seconder both of whom shall be Voting Members. A motion for which such notice has not been given, may be proposed from the floor only at the Annual General Meeting and then only with the consent of the Chairperson.



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Cross Country Vehicle Club (Wellington) Inc



2011 CLUB OFFICER NOMINATION FORM

I wish to nominate the person below for one of the following positions of the Cross Country Vehicle Club (Wellington) Incorporated.

Tick one only

Club Officers	
<input type="checkbox"/>	President
<input type="checkbox"/>	Vice President
<input type="checkbox"/>	Immediate Past President
<input type="checkbox"/>	Secretary
<input type="checkbox"/>	Treasurer
<input type="checkbox"/>	Club Captain
<input type="checkbox"/>	
<input type="checkbox"/>	
General Committee Members	
<input type="checkbox"/>	Competitions Officer
<input type="checkbox"/>	Driver Training Officer
<input type="checkbox"/>	Entertainment Officer
<input type="checkbox"/>	External Organisation Delegate – NZFWD Association
<input type="checkbox"/>	Land Access Manager
<input type="checkbox"/>	Membership Officer
<input type="checkbox"/>	New Members Officer
<input type="checkbox"/>	Newsletter Editor
<input type="checkbox"/>	Publicity Officer
<input type="checkbox"/>	Radio Communications Officer
<input type="checkbox"/>	Safety Officer
<input type="checkbox"/>	Trip Coordinator

	Name (print)	Signature	Date
Person Nominated:/...../.....
Proposed By:/...../.....
Seconded By:/...../.....

Please complete this form **legibly** and return to the secretary (or committee member) so that it is in the secretary's hands by the time the AGM starts. You may post it to **CCVC, P.O. Box 38 762, Te Puni**; please ensure that it is posted in time for our final mail clearance on the day before the AGM. It would be preferred if it could be returned earlier if possible.

Note ex Ed: If you'd prefer not to chop up your magazine but still want the form, drop me an email at newsletter@ccvc.org.nz and I will email you a copy.

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and where the jet boats leave from to visit the Bridge To Nowhere. Pipiriki has a lively history – a large Maori population once lived across the river from the present day settlement, a flourmill was built in 1854 on the Kaukore Stream, the Hau Hau laid siege against British and Colonial troops here, and in the early 1900s owing to the extensive steamer service from Wanganui and "Pipiriki House", the town was a booming tourist resort. (Thanks to my guide books for that info.) Unfortunately Pipiriki House is now in need of a facelift to maintain its historical significance. The river was running very high, no rapids were visible, and was probably more muddy than usual. The jetty was partly underwater. Graeme stood on the rail of the jetty and lost his balance but fortunately made his dramatic leap into the soft mud on the jetty rather than into the river. Both David and I were waiting for the latter to happen!

Our next stop was the church/convent at Hiruharama (Jerusalem). We were met by one of the three sisters who still live in the convent. We had a wee chuckle at Kerry taking photos of the Naked Ladies in the garden, at a convent. Although we weren't able to see inside the convent because there was a silent retreat being held we could see inside the church. Shaun would have made a great bell-ringer! That might have been interesting at a silent retreat! The church and convent were built in the 1890s. The church has a carved alter and the Tukituki panels on the wall have been done recently by local Maori youth. The social welfare and catechist work started by Sister Aubert in 1892 is still continued in Hiruharama today.



Lunch was on the side of the river, once again under Ian's fly, (with enough rain gathered on the top to wash coffee cups out) at the site of the old Kawana Mill downstream from Hiruharama. The mill has been rebuilt to its original state by the Historic Places Trust and features historic descriptions on the walls that talk about how the flour was ground for over 50 years from the wheat grown along the lower reaches of the river.

In places the signs said that the speed limit was 100km. We felt that someone must have been dreaming to even get anywhere near that speed. The road is very windy and one lane wide in a lot of places. We had been warned about the speed of the locals travelling on the road but didn't expect the tourists to be going fast. We met a camper van coming up the hill going like the proverbial "Bat out of" and as we had just negotiated a really slippery section of about 4 car lengths we said "He's going to find that section fun!" Sure enough! David just got through it before the other driver started on it and David was able to watch him in the rear vision mirror. He slid and fish-tailed spectacularly through it.

The road is sealed from just before Koriniti to Wanganui but is still very windy. We followed a diversion beside the railway line to reach State Highway 4 just west of the Turakina turnoff. We decided to have a final coffee at Sanson to talk about the highlights before we all dispersed to our homes from State 1.

Thank you everyone for a great weekend.

Linda Millard

THE HAIRCUT

A teenage boy had just passed his driving test and inquired of his father as to when they could discuss his use of the car. His father said he'd make a deal with his son: 'You bring your grades up from a C to a B average, study your Bible a little and get your hair cut. Then we'll talk about the car.' The boy thought about that for a moment, decided he'd settle for the offer, and they agreed on it.

After about six weeks his father said, 'Son, you've brought your grades up and I've observed that you have been studying your Bible, but I'm disappointed you haven't had your hair cut. The boy said, 'You know, Dad, I've been thinking about that, and I've noticed in my studies of the Bible that Samson had long hair, John the Baptist had long hair, Moses had long hair, and there's even strong evidence that Jesus had long hair.'

(You're going to love the Dad's reply) 'Did you also notice they all WALKED everywhere they went?

Cross Country Vehicle Club (Wellington) Inc
40th Anniversary Dinner
& Awards Evening

Petone Workingmans Club

Sat 11 June 2011

Drinks from 5:00pm, Dinner at 7:00pm

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\$40 per ticket - non member

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Zuki Central 2011 – Organisers Report

Steve Mercer rang me one night and asked if I was keen to help organise a Suzuki only event over the coming Easter Weekend. Steve is mad keen on the Suzuki brand and I'm reasonably sure he would have been happy naming his first born Suzi if he had been allowed. Apparently it was the 40th year of the Suzuki 4x4 and with it coinciding with Cross Country Vehicle Club's 40th it sounded like a good idea. We put the idea to the clubs committee and with their blessing we were underway.

Steve has a charm about him and pretty soon he had a working committee of keen volunteers discussing how it was going to happen, some didn't even own Suzuki's.

Each of us was given a task, Steve had commissioned his son to create the logo and letter head so we looked like we knew what we were doing. Stewart Burrell is a great PRO for CCVC and he soon had meetings happening with Darren Stevens from Suzuki NZ, it took a while to nail them down but they really came to the party and helped make it a fantastic event.

For those out there that have organised a multiday event you will know what I mean when I say the work that goes into running a successful event is phenomenal and life would be the poorer if people weren't prepared to get involved. The recce the weekend before Easter found the council had dropped a dozen trees across one of our main tracks, the club rallied around and had the track cleared just in time.



Easter rolled around and the committee had our last meeting two days before to confirm we had everything ready, we didn't but time moves on. Entries from the public were slow, we had advertised in the 4 wheeling magazines, had it posted on the NZFWDA web site, talked to all the dealers and placed flyers under windscreen wipers. On the morning of registration we still didn't really have a handle on who was coming, not easy when confirming numbers for dinner.

We ended up having twenty five Suzuki's entered on Good Friday which was great, a number reasonably easy to handle. While registration and scrutineering was taking place some of us headed over to James' Farm where the Jimny Khana was taking place in the afternoon. Toilets set up, the BBQ on and a quick check of the hazards being used. This is the same property that the Deadwood Safari national trial has been run for the last three years so plenty of scope. We were catering for three classes of truck, the shiny Class Suzuki, the mud tire Zooks and the Z Force hard yaka boys and girls. The convoy turned up and the meet and greet took place over a few hot bangers. The weather was good and a strong Northerly had dried out the farm a little after a few days of rain.

CCVC President (me) welcomed the guests to the event and outlined the weekends activities before running through a safety briefing. Steve took the Suzuki Class trucks of for some basic training as quite a number had

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done little or no off roading. The rest lined up for hazards such as the popular speed section, the ramp, Yukusami (based on the Samari skill of shooting targets with arrows, we threw golf balls at buckets, some even got a few in them). We moved further up the valley and did some more challenging hazards, including the blind fold, before all meeting up again in the main paddock. A quick check of the track and we took everyone on a drive to the back of the farm where we have previously held the club champs, plenty of deep bogs so the Z trucks had a ball. Day one ended with a truck wash and Rob from Tyres 2 U doing a few puncture repairs as well as assisting with airing up for the short drive back to the Upper Hutt base. From an organisers' point of view it couldn't have run better, people were buzzing.



Day Two was a 8.30am briefing and then all classes entering Akatarawa Forest at the main gate before heading separate ways. I was tail end Charlie with the Zooks and we had fun extracting Andrew Dinsdale's silver Jimny from a precarious hole on the Wainui Stream. The Z Force trucks heading down the Rock Garden before climbing the notorious Staircase, one very trick Vitara driven by Neville Mather drove it which is impressive. All groups met up at the Fence Line for a BBQ lunch provided by Suzuki NZ. Plenty of smiling faces, the Z guys were now humming. After lunch, Pat McGehan repaired a broken CV while the other Z Force trucks took passengers through the mud bogs on a circuit which impressed all who took up

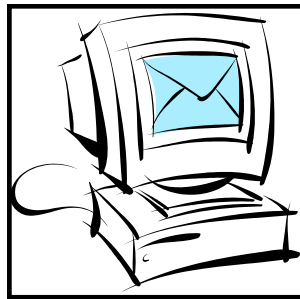
the offer. I tagged on to the back of the shiny trucks for the drive out, the new Grand Vitara's are very impressive, could well be the next family chariot when the Prado is retired.

Day Three was a coast drive for the shiner trucks and another mud fest for the Z guys, they really couldn't get enough. I was on the Cattle Ridge run before catching up with the shineys heading around the Palliser Bay coast on Orongorongo Station. A slow trip as the shingle slide was pretty rough and some of these vehicles would be back on the yard next week. By lunch time the weather had closed in a bit with a few showers coming through. Another great day and all were safely returned to base in time to powder the nose before heading to the dinner and prize giving. Paul Adams from CCVC was the MC for the evening and had plenty of prizes to hand out to the 47 who attended. It was a good feeling as part of the organising team to listen to participants telling us how much they enjoyed the weekend and how much more confident they are in their chosen Suzuki.

A great team made this a successful weekend, it was planned as a biannual event so watch out for the next Zuki Central in 2013.

Thanks have to go to our sponsors - Suzuki NZ, NZFWDA Central Zone, Firewatch, UHCC, CCVC, Ben Twose, 4x4 Action, Tyres 2 U.

Regards
Ralph Dobson - CCVC President & Vitara Owner



Would you like your copy of the magazine emailed instead of posted?

I have been experimenting with the resolution of PDF's and can get the size of a magazine down to approx 2Mb (as opposed to 20Mb that I use to get the mag to the printer) and it still to be very readable - so is anyone interested in getting their magazine emailed to them? This is easy to do and would save the club printing and postage costs, so what do you think? PDF version also has all the pictures in colour too! If you'd like a sample copy then drop me an email at newsletter@ccvc.org.nz and I'll send it to you.

DIARY OF A GUY - SUNDAY 9 NOVEMBER 1975

Arrived at the Cenotaph 4 p.m. to find half Club already assembled and numbers swollen somewhat by motley collection of grisly and gruesome Guys. 26 vehicles finally motored through Wellington and out past the Red Rocks Beach, where they formed a campfire circle and a Guy Parade was held.

With kids, Guys and one or two Club Members who could easily pass for same, creating some considerable confusion for the Guy Judges, prizes and sparklers were finally allotted all round, Guys stacked on the Bonfire, and the revelry begun.

As usual, our fiendish Vern Lill was on hand to set out a circuit in the sand and stream, around which drivers pitted their machines and gas pedals. It was interesting to note the times attained by certain Range Rovers, Toys, and Land-Rovers, as tempo and excitement increased, and wheel ruts and sun (and one or two vehicles!) sank! Not to be outdone by 4 wheel drive, those notorious Bean kids, mounted on that balloon tyred trike, rolled round the circuit in a time well under the excess, taken, incidentally, by a well known V-8 Land-Rover - Waterproofing and Ethel yet to come to an understanding it would appear!

Down on the tideline, one V-8 Toy and a couple of L-Rs struggled gamely to free a Jeep, trapped in the enroaching tide. This vehicle was soon on his wheels again, on the high and dry, where he shook himself, wrung out the excess saltwater, then breezed busily on up the beach.

With the falling of the night, Cook Strait Ferry passengers could well be excused for thinking that a multitude of wild and woolly barbarians were stranded on the Makara Beach, and the numerous "flares" lit could only have added to this delusion. However, come 10.00 p.m., crackers, refreshments and fire were all extinguished, and it was 'homewood bound'.

The Club now divided into two Convoys - 18 or so vehicles who headed for civilisation by tracking up the Makara Stream, criss-crossing it at least a dozen times, while the remainder of the Club trekked out through the sand just above the tide line, to Red Rocks, where passengers were unloaded, and gears rearranged accordingly. Theoretically, the latter trip should have taken longest. Cross country speaking however, it was not so! The antics of a certain Holden-powered L-R, at each creek crossing, kept the rest of the Convoy slightly less than amused, and it was well on midnight when the last of these vehicles/occupants hit their gateposts/pillows respectively.

However, the Outing was definitely a success, and those who missed out have only themselves to blame.

-- THE GUY WHO GOT AWAY!

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Trip Categories

The following trip category definitions, plus any *additional* requirements specified on individual Trip Information Sheets, will be enforced, for safety reasons. Trip Leaders will turn away vehicles or drivers that do not comply. The vehicle and driver requirements given here are a summary of the full requirements listed on the club website. Please refer to www.cvc.org.nz for a definitive list of requirements.

For all Categories: All open or soft-top vehicles must have a roll bar or roll cage.

All Categories **other than Family 4X4** are for members only. Prospective members and visitors are welcome if they can demonstrate to the Trip Leader they are members of another club and have adequate experience.

Family 4X4:

Description: Family trip. These trips will be straightforward and will usually include some degree of guidance in driving techniques as necessary.

Drivers: Particularly suited to family outings and drivers new to off-road driving, this category is also open to anybody who enjoys this style of trip.

Members: Anybody is welcome, especially prospective new members.

Vehicles: An important objective is minimal challenge and minimal risk to vehicles. Club safety equipment is mandatory for club members; it is not mandatory for non-members although it is recommended for vehicles once their drivers have participated in one or two trips. All open or soft-top vehicles must have a roll bar or roll cage.

Shiny 4x4:

Description: More difficult family trips, for shiny wagons and drivers *with some experience* who want more challenge and don't mind minor bush marks etc on their vehicles.

Drivers: Must have some experience, particularly important are experience in stopping, failed hill climbs, steep descents and sidelings. Club members must have completed CCVC Driver Training and participated in at least 2 Family 4X4 trips after becoming a member.

Vehicles: Vehicles must have mud tyres, tow hooks and all the required equipment per the club's document "Vehicle Safety & Equipment Inspections". This applies to all vehicles on the trip.

Club 4x4:

Description: Challenging trips, for experienced drivers. There will be steep and challenging terrain, modestly deep water and mud, likelihood of bush marks.

Drivers: Must have experience beyond that required for Shiny 4x4 trips, including water crossings and vehicle recovery. Club members must have participated in at least 2 Shiny 4X4 trips.

Vehicles: Must have mud tyres, tow hooks and all the required equipment per the club's document "Vehicle Safety & Equipment Inspections". This applies to all vehicles on the trip. Accessories such as high-lift jacks, externally mounted spare tyre, bush bars and multiple jacking points are of advantage. Winches are often particularly useful. Generally a short wheelbase vehicle is better suited for the tight tracks.

Hard Yakka:

Description: Difficult trips with very challenging terrain and surfaces, where winching, digging, and vehicle damage are all a possibility!

Drivers: Experienced drivers only, must have approval of Trip Leader. Club members must have participated in at least 3 Club 4X4 trips.

Vehicles: As per the Club 4x4 category. In addition, a roll-bar or roll-cage is recommended for all vehicles on Hard Yakka trips. Often a winch is mandatory on a Hard Yakka trip; this will be specified on the Trip Information Sheet

Date	Name	Organiser	Category	Place	Status	Notes
May 2011						
Saturday 7th	Odlins Road - SWB Only - Bookings Required	Charles Odlin	Club 4X4	Odlin's Road		
Saturday 7th	Through the Ruts With Ian D - Bookings Required	Ian Dixon	Shiny 4X4 / Club 4X4	Akatarawa Forest - Ruts		
Sunday 8th	Eastern Hills Fire Breaks Work Party (limit 10 vehicles)	John Vruink	Shiny 4X4	Hutt Firebreaks		
Sunday 8th	Maritime archaeological Society - Members Only - Bookings Required	Ray Harkness	Shiny 4X4	Wellington South Coast		
Monday 9th	CCVC Trip Leaders Forum	Charles Odlin	Meeting - 19:30	Petone Working Men's Club, Udy St		
Wednesday 11th	Club Night and AGM - All Welcome	Ralph Dobson	Meeting - 19:30	Petone Working Men's Club, Udy St		
Saturday 14th	24 Hour Track - Bookings Required	Charles Odlin	Hard Yakka	Akatarawa Forest - 24 Hour Track		
Saturday 14th	Sutherlands Track Maintenance Weekend	John Parfitt	Shiny 4X4	Sutherland's Track		
Wednesday 18th	CCVC Culb Recovery Sub Committee Meeting	Anthony (Ant) Reid	Meeting - 19:30	-tba-		
Saturday 21st	Orongorongo in May - Bookings Required for Non Members - Contact Morris on (04) 566 - 6197 or (021) 629 - 600	Morris Jury	Family Shiny	Orongorongo area		
Wednesday 25th	CCVC Committee Meeting	Ralph Dobson	Meeting - 19:30			
Saturday 28th	Firebreaks - First time in many years - Bookings essential (Limited Numbers)	John Vruink	Shiny 4X4	Hutt Firebreaks		
Sunday 29th	Mountains to the Sea	David Sole	Family Shiny	Takapauri Road, Manawatu see notes section		

June 2011

Monday 6th	Public Holiday - Queen's Birthday	-tba-	Event		Abandoned	
Tuesday 7th	CCVC Safety Sub Committee	Murray Taylor	Meeting - 19:30	-tba-		
Wednesday 8th	Club Night - All Welcome	Ralph Dobson	Meeting - 19:30	Petone Working Men's Club, Udy St		
Saturday 11th	CCVC 40th Anniversary Dinner - Bookings Essential	John Vruink	Event	Petone Working Men's Club, Udy St	Confirmed	
Sunday 12th	Akatarawa Ramble	Graeme Millard	Shiny 4X4	Akatarawa Forest		
Sunday 12th	CCVC Bob Jeffery Memorial at Rallywoods and morning tea for Members and ex Members	Charles Odlin	Shiny 4X4	Rally woods - Green Hut		
Sunday 12th	Rallywoods Rumble	Charles Odlin	Club 4X4 / Hard Yakka	Rallywoods		
Sunday 26th	Orongorongo in June - Bookings Required for Non Members - Stewart (04) 5297295 or 021 999263	-tba-	Family Shiny / Shiny 4X4	Orongorongo area		
Wednesday 29th	CCVC Committee Meeting	Ralph Dobson	Meeting - 19:30			

July 2011

Saturday 9th	Akitio Winter Wander (overnight trip) - Bookings Required (email preferred)	Greg Wilkins	Shiny 4X4	Akitio		
Wednesday 13th	Club Night - All Welcome	Ralph Dobson	Meeting - 19:30	Petone Working Men's Club, Udy St		
Saturday 23rd	Orongorongo in July - Bookings Required for Non Members	-tba-	Family Shiny	Orongorongo area		
Wednesday 27th	CCVC Committee Meeting	Ralph Dobson	Meeting - 19:30			



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